

# Michigan Drivers Age 24 and Younger



## 2017—2018 Action Plan

August 2016  
[www.Michigan.gov/gtsac](http://www.Michigan.gov/gtsac)

# Table of Contents

	Page
<b>Introduction</b>	1
<b>Goals</b>	2
<b>Strategies, Objectives, and Activities</b>	
1. Implement or improve graduated driver licensing systems	3
2. Publicize, enforce, and adjudicate laws pertaining to young drivers	4
3. Promote parent awareness of teen driving risks and parent engagement, and assist parents in managing their teens' driving	5
4. Improve young driver training	6
5. Employ school-based strategies	7
6. Provide recommendations related to young driver safety legislation	9
7. Support, promote and implement the Toward Zero Deaths National Strategy	9
8. Employ activities focused on drivers age 18-24	9
<b>Acronyms</b>	10
<b>Acknowledgements</b>	10

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## Disclaimer Statement

The members of the Drivers Age 24 and Younger Action Team have prepared this document. It is considered a living document and is a compilation of activities and initiatives to address young driver safety in the State of Michigan.

The Action Team is part of a network of ad hoc committees comprised of local, state, federal, and private partners working in collaboration with the Governor's Traffic Safety Advisory Commission (GTSAC) to identify traffic safety challenges and comprehensive solutions. The result of these efforts will support achievement of the mission, vision, and goals identified in the State's Strategic Highway Safety Plan (SHSP). While the strategies identified in the State's SHSP have been approved by the GTSAC, the activities and initiatives identified in this Action Plan, as well as any opinions or conclusions expressed, are those of the individual Action Team member agencies and not necessarily those of the GTSAC.

# Introduction

## National Statistics

In the 15- to 20-year-old age group, driver fatalities declined by 51 percent from 2005 to 2014. In 2014, there were 1,717 young drivers who died and an estimated 170,000 who were injured in motor vehicle crashes. In 2014, 9 percent of all drivers involved in fatal crashes were 15 to 20 years old. Young drivers accounted for 6 percent of the total number of licensed drivers in the United States in 2014. The rate of drivers involved in fatal crashes per 100,000 licensed drivers for young female drivers was 19.85 per 100,000 licensed young female drivers in 2014. For young male drivers the involvement rate was 45.91, about 2.3 times that of young female drivers. During 2014, there were 225 motorcycle riders 15 to 20 years old who were killed in crashes, and an additional estimated 7,000 were injured. Of the young drivers with known restraint use, 54 percent of those who died in crashes in 2014 were restrained at the time of the crashes. In 2014, 26 percent of young drivers 15 to 20 years old who were killed in crashes had blood alcohol concentrations (BACs) of .01 g/dL or higher; 81 percent of those young drivers had BACs of .08 g/dL or higher. NHTSA estimates that minimum-drinking-age laws (21 years old) have saved an estimated 30,323 lives since 1975.<sup>1</sup>

In 2014, a total of 2,623 teenagers ages 13-19 died in motor vehicle crashes. This is 70% fewer than in 1975 and 3% more than in 2013. About 2 of every 3 teenagers killed in crashes in 2014 were males. Since 1975 teenage crash deaths have decreased more among males (72%) than among females (63%). Regarding “time of day”, teenage motor vehicle crash deaths in 2014 occurred most frequently from 9 p.m. to midnight (20%).<sup>2</sup> [With regard to this set of data, the driver may or may not have been a teenager. Also, around 600 of the teenage fatalities were not passenger vehicle occupants...they were motorcyclists, pedestrians, bicyclists, ATV and other.]

Regarding “impaired driving”, young drivers are less likely than adults to drive after drinking alcohol, but their crash risk is substantially higher when they do. This is especially true at low and moderate blood alcohol concentrations (BACs). The estimated percentage of fatally injured passenger vehicle drivers ages 16-17 who had BACs at or above 0.08 percent in 2014 was 15%, down 63% since 1982. Most of this decline took place in the 1980s.<sup>3</sup>

It is widely recognized most novice drivers do not have sufficient experience to handle the complex task of driving when they are first licensed. Moreover, the late teen years involve continuing developmental changes that characterize the transition from childhood to adulthood. These changes

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<sup>1</sup>National Center for Statistics and Analysis. (2016, May). Young drivers: 2014 data. (Traffic Safety Facts. Report No. DOT HS 812 278). Washington, DC: National Highway Traffic Safety Administration.

<sup>2</sup> Posted February 2016 by the Insurance Institute for Highway Safety at [www.iihs.org/iihs/topics/t/teenagers/fatalityfacts/teenagers](http://www.iihs.org/iihs/topics/t/teenagers/fatalityfacts/teenagers)

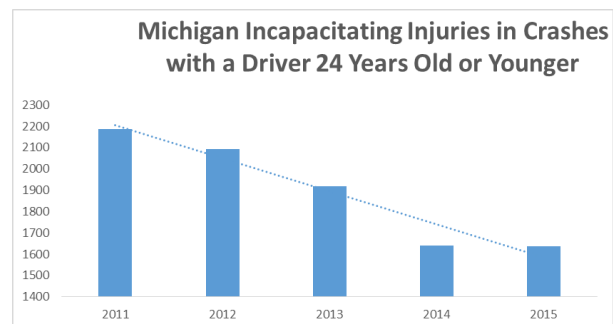
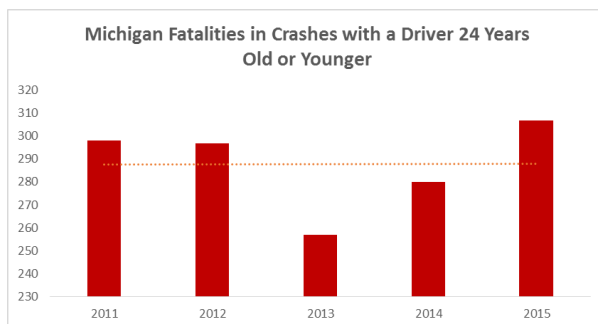
<sup>3</sup> Ibid.

result in a variety of behaviors that are risky when they occur in a motor vehicle. Young drivers are more likely than older adult drivers to engage in risky driving behaviors such as speeding and allowing shorter headways. Although such behaviors are sometimes intentional, young driver crashes generally result from errors in attention, failing to recognize hazards, and driving too fast for conditions. Reducing young driver crashes will involve effectively addressing both the youthful propensity to engage in risky behaviors and lack of experience.<sup>4</sup> The lack of seat belt use is another risky teen behavior.

## Michigan Statistics

In 2015, drivers age 24 and younger constituted 14 percent of all licensed drivers in Michigan. However, 34 percent of all incapacitating traffic injuries and 32 percent of all traffic fatalities involved drivers age 24 and younger.

	Number of Licensed Drivers Age 24 and Younger	Total Number of Licensed Drivers	Percent of Total Licensed Drivers Age 24 and Younger	Traffic Fatalities Involving Drivers Age 24 and Younger	Total Traffic Fatalities Involving all drivers	Percent of Total Traffic Fatalities that Involved a Driver Age 24 and Younger	Total Incapacitating Traffic Injuries that Involved a Driver Age 24 and Younger	Total Incapacitating Traffic Injuries Involving all drivers	Percent of Incapacitating Traffic Injuries that involved a Driver Age 24 and Younger
2011	1,036,663	7,037,876	15%	298	889	34%	2,186	5,706	38%
2012	1,035,385	7,064,569	15%	297	936	32%	2,094	5,676	37%
2013	1,029,470	7,096,836	15%	257	951	27%	1,920	5,283	36%
2014	1,010,102	7,130,205	14%	280	876	32%	1,639	4,909	33%
2015	1,007,580	7,158,316	14%	307	963	32%	1,638	4,865	34%



## Goals

Reduce traffic fatalities involving drivers age 24 and younger from 307 to 288 from 2015 to 2018.

Reduce incapacitating traffic injuries involving drivers age 24 and younger from 1,638 to 1,120 from 2015 to 2018.

<sup>4</sup> National Cooperative Highway Research Program Report 500, Volume 19: A Guide for Reducing Collisions Involving Young Drivers

## Strategies, Objectives, and Activities

### Strategy 1: Implement or improve graduated driver licensing systems

Michigan's current graduated driver licensing (GDL) requirements are displayed in the table below along with the optimal requirements from *A New GDL Framework: Evidence Base to Integrate Novice Driver Strategies*, Traffic Injury Research Foundation, 2014 (support from NHTSA, National Safety Council, TIRF, Allstate Foundation).

Stage	Michigan's GDL Requirements August 2016	Optimal GDL
<b>Learner:</b>		
Entry Requirements	Age 14 years and 9 months	Age 16
Length	Six months	12 months
Supervised Driving Time	50 hours, 10 of which must be at night	80 – 120 hours
*Restrictions	Must have parent or licensed driver age 21 and above in vehicle	Must display decal No cell phone use
<b>Intermediate:</b>		
Entry Requirements	Age 16 Must be 90-days crash and violation-free	Age 17
Length	Six months	12 months
*Restrictions	10:00 p.m. to 5:00 a.m. No more than one passenger under age 21	9 or 10:00 p.m. – 5:00 a.m. Zero or one passenger No cell phone use
<b>Full:</b>		
Entry Requirements	Age 17 Must be 12 months crash and violation-free	Age 18 Pass advanced on-road exit test(s) and/or maintain clean driving record

*\*Although not a GDL restriction, teen drivers with a Level 1 or Level 2 GDL are prohibited from using a mobile telephone.*

**Objective 1** - Strengthen and improve upon graduated driver licensing (GDL) laws in order to reduce traffic fatalities and incapacitating traffic injuries involving teen drivers.

#### **Ongoing Activities:**

Continue to explore recommended GDL provisions and their potential impact in Michigan.

*Lead Agency: Action Team*

*Contact Name: Action Team Chair*



## **Strategy 2: Publicize, enforce, and adjudicate laws pertaining to young drivers**

**Objective 2** - Publicize laws pertaining to young drivers.

### ***Ongoing Activities:***

Continue to host [www.Michigan.gov/teendriver](http://www.Michigan.gov/teendriver), publish and distribute the *Michigan's Graduated Driver Licensing: A Guide for Parents*; *Michigan GDL Parent Checklist*, *The Parent's Supervised Driving Guide*, *What Every Driver Must Know*, and *Your Probationary License* publications.

*Lead Agency: MDOS*

*Contact Name: Traffic Safety Division or Driver Programs Division*

OHSP will continue to provide Kelsey's Law "Put your phone in park" brochures. This publication is listed in Michigan's Traffic Safety Materials Catalog and is on the OHSP website at [www.Michigan.gov/OHSP](http://www.Michigan.gov/OHSP).

*Lead Agency: OHSP*

*Contact Name: Linda Fech*

Develop and/or promote "young driver" related resource materials and content at events and via other methods as appropriate.

*Lead Agency: DA24Y Action Team*

**Objective 3** - Encourage enforcement of laws pertaining to young drivers including enforcement of GDL restrictions.

### ***Short-Term (1-2 years) Activities:***

Update the outdated GDL tip card for law enforcement officers.

*Lead Agency: OHSP*

*Contact Name: Linda Fech*

### ***Ongoing Activities:***

The MDOS will continue to monitor teen drivers as well as all new drivers on probation and respond accordingly (warning letter or driver reexamination) when traffic violation convictions are posted to the driving record.

*Lead Agency: MDOS*

*Contact Name: Traffic Safety Division*

The Michigan Teen Safe Driving Coalition, sponsored by the National Safety Council was established in November 2013 and consists of organizations throughout the state that are dedicated to helping teens become safer drivers by using the proven principals of Michigan's Graduated Driver Licensing (GDL). The coalition's goal this year is to address parents and make them aware of GDL and become a role model for their children when driving.

*Lead: Bonnie Raffaele*

<b>Strategy 3: Promote parent awareness of teen driving risks and parent engagement, and assist parents in managing their teens' driving</b>
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**Objective 4** - Improve methods to engage parents to take ownership of their role and responsibilities in managing their teens' driving.

**Short-Term (1-2 years) Activities:**

Request Michigan schools to promote the Michigan Graduated Driver Licensing Parent Checklist to parents. Evaluate distribution efforts, and improve them as appropriate.

*Lead Agency: MDOS*

*Contact Name: Traffic Safety Division*

Continue to work towards development, implementation, and study of a Michigan orientation program for parents/legal guardians of teens beginning the GDL process. Engage parents on the importance of GDL, driver training, and managing their teens driving.

*Lead Agency: MDOS*

*Contact Name: Traffic Safety Division*

**Ongoing Activities:**

Continue to host [www.TeenDriving.AAA.com](http://www.TeenDriving.AAA.com).

*Lead Agency: American Automobile Association (AAA)*

*Contact Name: TrafficSafety@ACG.AAA.com*

Continue to review current publications provided to parents of teen drivers and revise information as appropriate. Identify gaps in available resources and prepare recommendations to develop them as appropriate.

*Lead Agency: MDOS*

*Contact Name: Traffic Safety Division*

**Objective 5** - Facilitate parental supervision of teen drivers with Level 1 licenses.

**Short-Term (1-2 years) Activities:**

Implement requirement for parents of teen drivers to complete and sign a supervised driving log and provide it for verification to Segment 2 driver education instructors before beginning Segment 2 driver education, and again to third party testers before taking the driving skills test.

*Lead Agency: MDOS*

*Contact Name: Driver Programs Division*

**Objective 6** - Develop and promote effective resources for parents to help manage their teen drivers with a Level 2 license and beyond.

**Ongoing Activities:**

The Michigan Sheriffs' Association (MSA) will continue the *S.T.O.P.P.E.D. (Sheriffs' Telling Our Parents and Promoting Educated Drivers)* program that is running in all 83 Michigan counties. The initiative is a voluntary notification system connecting law enforcement with parents when a teen driver is stopped for a traffic violation. Any officer (city, township, or state) who stops a car with a sticker may notify MSA and they will send the parents a letter with the chief's or post commander's contact information. The program is free to parents, and every SOS office is providing brochures about the program to parents.

*Lead Agency: Michigan Sheriffs' Association*

*Contact Name: Terrence L. Jungel*

The Michigan Department of State will continue to send notifications to parents when their teens violate GDL restrictions.

*Lead Agency: MDOS*

*Contact Name: Traffic Safety Division*

#### **Strategy 4: Improve young driver training**

**Objective 7** - Continuously review and improve teen driver education.

##### **Short-Term (1-2 years) Activities:**

Implement a pilot program to conduct a quantitative evaluation of driver education programs via request for completion of a survey by all driver education students participating in classes through the pilot providers. Parents of the teens will also be requested to complete a separate survey. Upon completion of the pilot, a recommendation will be made as to continuation and/or expansion of the pilot project or cessation of pursuing the recommendation.

*Lead Agency: MDOS*

*Contact Name: Driver Programs Division*

Monitor compliance with the new requirement for driver education providers/instructors to utilize a proficiency-based grading system to measure teen driver education student achievement, and provide feedback to parents on their teen's behind-the-wheel driving skills.

*Lead Agency: MDOS*

*Contact Name: Driver Programs Division*

Develop a guide that will require additional hours of instruction in teen driver education to align with the National Standards.

*Lead Agency: MDOS*

*Contact Name: Driver Programs Division*

Consider and evaluate the option of online classroom driver education opportunities for teen driver education that meet the North American Council for Online Learning national standards or other national standards for online learning.

*Lead Agency: MDOS*

*Contact Name: Driver Programs Division*

##### **Ongoing Activities:**

The MDOS is responsible for prescribing Michigan's driver education curriculum. The current prescribed curriculum is based on national standards from the American Driver and Traffic Safety Education Association (ADTSEA). It is based on the current national *ADTSEA 3.0 Curriculum* and was updated in 2013, five years after the *ADTSEA 2.0 Curriculum* was prescribed. As ADTSEA updates its national curriculum, the MDOS will update its prescribed curriculum to reflect changes and enhancements.

*Lead Agency: MDOS*

*Contact Name: Driver Programs Division*

The Michigan Center for Truck Safety is providing information about sharing the road with commercial motor vehicles to driver education instructors. Additional outreach includes educational materials, attending safety fairs, and using a simulator to teach CMV traffic safety and sharing the road.

*Lead Agency: Michigan Center for Truck Safety*

*Contact Name: Alfred F. Newell, Jr.*



Continue to include motorcycle and bicycle safety in Michigan driver education pursuant to the Nathan Bower Act. Update the list of resources developed for driver education instructors for usage in their classrooms as appropriate.

*Lead Agency: MDOS*

*Contact Name: Driver Programs Division*

**Objective 8** - Improve delivery of teen driver education and training.

***Short-Term (1-2 years) Activities:***

Explore and prepare recommendations on how to leverage professional development (or develop opportunities) for driver education instructors that will encourage them to go above minimum standards, help them engage students, and provide them with additional resources, etc. Consider professional development options for driver education instructors and develop recommendations to expand and improve upon them as appropriate.

*Lead Agency: MDOS*

*Contact Name: Driver Programs Division*

***Ongoing Activities:***

MDTSEA continues to review professional development offerings for driver education instructors and presents, through its yearly conference, topics that provide needed professional development to these instructors and providers. In addition, MDTSEA continues to develop professional development offerings that can be completed off site.

*Lead Agency: MDTSEA*

*Contact Name: Mary Kay Relich*

**Objective 9** - Develop new and/or enhance current educational programs for target groups of drivers (e.g., drivers age 18+) intended to reduce traffic crashes, injuries, and fatalities.

***Ongoing Activities:***

The MSP will continue to provide the *Teenage Defensive Driving Course*. This is an eight-hour program for teens with a GDL Level 2 license. The areas covered in the class and reinforced during practical exercises are defensive driving, skid control, serpentine, controlled braking, evasive maneuvering, confined area maneuvering, and off road recovery. The curriculum includes seven hours of hands-on training and one hour of classroom instruction. MSP patrol vehicles will be provided for all driving exercises.

*Lead Agency: MSP*

*Contact Name: Precision Driving Unit*

<b>Strategy 5: Employ school-based strategies</b>
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**Objective 10** - Develop school-based programs to be implemented by student audiences across Michigan to reduce traffic fatalities and serious injuries.

- Utilize student voice when appropriate and useful to members of any subcommittee.
- Ensure that tactics include existing resources from organizations, companies, and other institutions (e.g., Ionia Intermediate School District's *Drive2Survive*, *State Farm Project Ignition*)
- Continue to engage stakeholders in the process. This includes parents, community leaders, businesses, education professionals, etc.

- Keep teen driver education projects ongoing in nature rather than one time or passive events.

### ***Short-Term (1-2 years) Activities:***

Consider, develop, and implement activities to engage teen leaders to develop traffic safety programs in schools with the goal of decreasing teen traffic crashes. Develop a method for tracking which schools have teen traffic safety programs and the focus/general content.

*Lead Agency: MASC/MAHS Michigan Student Leadership*

*Contact Name: Matt Alley*

### ***Ongoing Activities:***

Continue to promote teen traffic safety education and resources to schools and encourage their implementation.

*Lead Agency: Michigan Department of Education*

*Contact Name: Mary Teachout*

Continue the *Strive for a Safer Drive (S4SD)* program, which is a statewide high school-based safe-driving initiative led by teens for teens. The program is sponsored by the Ford Motor Company and OHSP. High Schools are given \$1,000 to support a traffic safety campaign. Students choose a traffic safety topic such as distracted driving, use of seat belts, impaired driving, speeding, or winter driving and develop a traffic safety campaign. Campaigns are documented in a video or PowerPoint and winners are selected by the sponsors with the top 5 receiving cash prizes. Participating schools attend a *Ford Driving Skills for Life Hands-on Driving Clinic* in the spring.

*Lead Agency: OHSP*

*Contact Name: Linda Fech*

The Michigan Trauma Coalition is very active in advocating for development of evidence-based programs for prevention and care of traumatic injury. There are approximately 60 member hospitals throughout the state which have designated injury prevention professionals providing outreach into the communities, state-wide. These professionals coordinate to deliver presentations regarding teen driver safety by discouraging distracted and impaired driving, education and overview of the Graduated Driver's License (GDL), while encouraging proper use of seatbelts/restraints for every rider. Most presentations are given in high schools, but may also be provided for youth groups, clubs, and even parents of young drivers. Efforts continue throughout the year and are often partnered with other facilities or outside corporations to reach a higher number of people.

*Lead Agency: Michigan Trauma Coalition, Injury Prevention Committee*

*Contact Name: Jennifer Dixon, Chair and Dwana Bass, Vice Chair*

The AAA *PROMise* campaign supports the discussion of the dangers of underage drinking, illegal drug use and impaired driving between young drivers and their parents. The program provides a variety of tools that encourage teens to refrain from using alcohol or other drugs, driving impaired or driving with someone who is not sober. One of those tools is the AAA *PROMise* written agreement that reinforces a strong parent-teen relationship. The agreement states that if a teen needs help getting home safely, they can call their parent for a safe ride home and not risk the negative consequences. The targeted time period for this campaign is during prom and graduation season, when the risks for alcohol-related crashes often increase. The AAA *PROMise* kit is available to all Michigan high schools at no cost.

*Lead Agency: American Automobile Association (AAA)*

*Contact Name: Sandra Maxwell, The Auto Club Group, AAA Michigan*

Continue to support and promote the driving simulator program in Michigan High Schools. Twelve simulators were purchased and deployed throughout the state to ensure requests for this hands-on activity can be met. The simulator contact list is available on the OHSP webpage at [www.Michigan.gov/OHSP](http://www.Michigan.gov/OHSP).

Lead Agency: OHSP  
Contact Name: Linda Fech

### **Strategy 6: Provide recommendations related to young driver safety legislation**

**Objective 11** - Develop recommendations for changes to Michigan laws related to young drivers and pursue changes.

**Short-Term (1-2 years) Activities:** *None*

### **Strategy 7: Support, promote and implement the Toward Zero Deaths National Strategy**

**Objective 12** -

**Short-Term (1-2 years) Activities:**

Seek out and apply for grant funding opportunities related to Michigan teen safe driving activities.

Lead Agency: DA24Y Action Team

Contact Name: Action Team Chair

### **Strategy 8: Employ activities focused on drivers age 18-24**

**Objective 13** - Identify and implement programs to decrease traffic crash fatalities and serious injuries involving Michigan drivers age 18-24.

**Short-Term (1-2 years) Activities:**

Continue efforts to create a data report on 18 year-old licensees who did not take driver education for traffic convictions, crashes and suspensions in order to determine if the crash rates are different for drivers who have been through the GDL program and driver education compared to those who have not been through the program.

Lead Agency: MDOS

Contact Name: Traffic Safety Division and Driver Programs Division

Review the possibility of upgrading the written test given to 18+ year olds who have not taken driver education to more closely compare with the test required of students completing driver education

Lead Agency: MDOS

Contact Name: Traffic Safety Division and Driver Programs Division

Pending supporting data, consider the requirement for some form of driver education for all first-time driver licensees.

Lead Agency: MDOS

Contact Name: Traffic Safety Division and Driver Programs Division

Consider providing a grant to deliver an interactive traffic safety program in colleges and/or universities.

Lead Agency: OHSP

Contact Name: Linda Fech

## Acronyms

AAA	American Automobile Association
ADTSEA	American Driver and Traffic Safety Education Association
DA24Y	Drivers Age 24 and Younger
GDL	<i>Graduated Driver Licensing</i>
GTSAC	Governor's Traffic Safety Advisory Commission
MAHS	Michigan Association of Honor Societies
MAP-21	<i>Moving Ahead for Progress in the 21st Century Act</i> (P.L. 112-141)
MASC	Michigan Association of Student Councils
MASSP	Michigan Association of Secondary School Principals
MDOS	Michigan Department of State
MDOT	Michigan Department of Transportation
MDTSEA	Michigan Driver and Traffic Safety Education Association
MSP	Michigan State Police
NHTSA	National Highway Traffic Safety Association
OHSP	Office of Highway Safety Planning
S4SD	<i>Strive for a Safer Drive</i>
SHSP	<i>Strategic Highway Safety Plan</i>
SOS	Secretary of State
STOPPED	<i>Sheriffs' Telling Our Parents and Promoting Educated Drivers</i>

## Acknowledgements

The Drivers 24 and Younger Action Team are comprised of members of the following organizations:

Ford Automotive Safety Office  
General Motors  
Meridian Township Police Department  
Michigan Association of Secondary School Principals  
Michigan Association of Student Councils/Michigan Association of Honor Societies  
Michigan Center for Truck Safety  
Michigan Department of Education  
Michigan Department of Health and Human Services  
Michigan Department of State  
Michigan Department of Transportation  
Michigan Driver and Traffic Safety Education Association  
Michigan Sheriffs' Association  
Michigan State Police  
Michigan Teen Safe Driving Coalition  
Michigan Trauma Coalition, Injury Prevention Committee  
Office of Highway Safety Planning  
The Auto Club Group, AAA Michigan  
University of Michigan Transportation Research Institute